



# PERFORMANCE EVALUATION TRANSPORTATION 2025 (2004)

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RI STATEWIDE PLANNING PROGRAM  
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# PERFORMANCE EVALUATION

## INTRODUCTION

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Transportation 2025 was adopted by the RI State Planning Council in August 2004. This was the state's first long range transportation plan that contained measurable objectives and performance measures. As a first step in updating the plan for 2007, a performance evaluation of the 2004 Plan was undertaken.

Performance measures, which are generally quantitative, were reviewed. In some cases, data required to assess performance are not available. For instance, several performance measures rely on US Census data that will not be available for several years. In other cases, operating agencies, such as RIDOT or RIPTA, were consulted for their most recent data. The following designations are used:

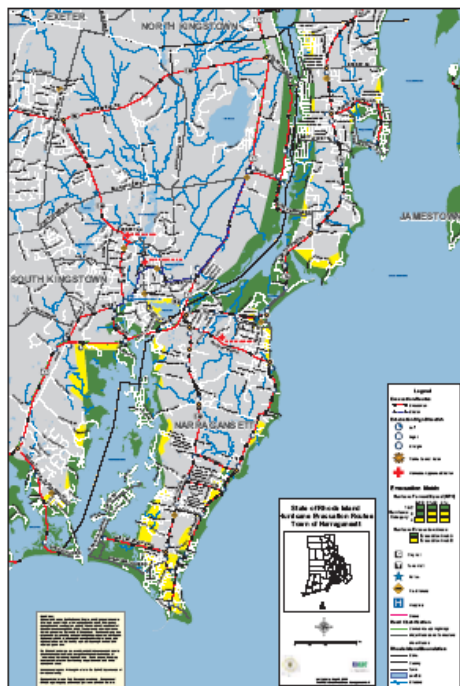
- Data not yet available
- Objective met or surpassed. This is used when annual data is available and current or future year targets have been met. The State should consider setting new targets in 2007 Plan.
- Adequate progress made toward target. This is used when the target is a future year, but annual data is available to track progress toward meeting the objective.
- Inadequate progress made toward target. This is also used when the target is a future year, but annual data is available to track progress toward meeting the objective.
- Objective not met. This is used when the objective is for the current year, and annual data is available.

## FINDINGS

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Findings are first presented qualitatively by the topic area in the plan. Findings are then grouped by outcome and presented quantitatively. Overall, the results present a “mixed bag” of progress toward goals.





## BICYCLE

The state is accomplishing bike path construction at a pace that will meet targets. Bicycle mode share is not yet available.

## ECONOMIC DEVELOPMENT

Two of RIPTA's three targets have been met – university recruiting for U-Pass Program (commuting indicator) and Providence-Newport Ferry ridership (tourism indicator).

## EMERGENCY RESPONSE

Hurricane evacuation routes and Highway Functional Classification amendments are complete. Data is not available to quantify incident clearance time or intersection level of service.

## ENVIRONMENT

Mode split (Census) data are not available. Water quality and emissions data also are not available. Gasoline consumption has increased, rather than decreased, but the baseline data could not be verified. It is recommended that a new baseline be set in the 2007 Plan, and the target reset to be consistent with a highway measure (H.4.h) to slow the rate of growth of Vehicle Miles Traveled (VMT), rather than reduce VMT which is not considered to be realistic. The increase in greenhouse gas emissions has slowed. While that shows some improvement, it does not indicate adequate progress toward the goal.

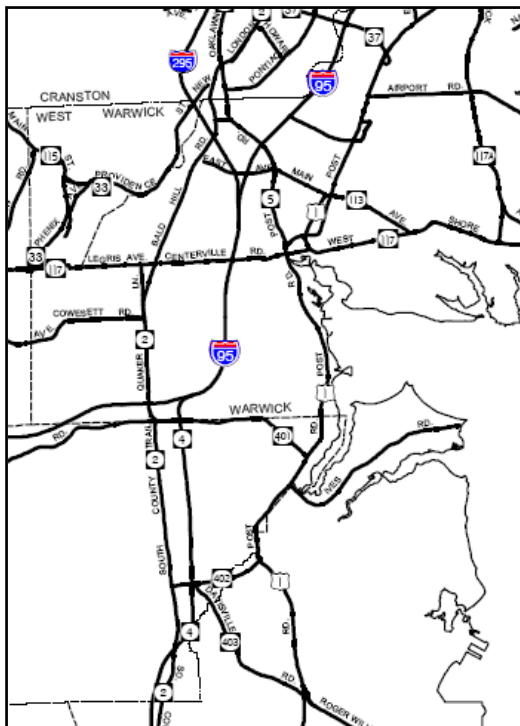
## EQUITY

Transportation spending objectives in low-income and minority districts have been met, but data is not readily available to measure the percentage of Family Independence Program families within ¼ mile of a transit route.

## FINANCE

Inadequate progress has been made toward phasing out the use of state general obligation bonds to match federal funds, and in fact, the opposite is occurring. A bond issue will be placed on the November 2006 ballot to request \$80 million, instead of the normal \$60 million biennial request. This funding practice will require dedication of an increasing portion of the transportation budget for debt service. RIPTA's farebox recovery has increased and is moving in the direction of hitting the 35% target. Transportation spending (authorizations) has not kept pace with rising construction costs through 2005. RIDOT's financial system is not yet capable of tracking project cost overruns.





## HIGHWAY

In 2004, the Interstate pavement condition (93% at “good” or better) came close to meeting the target, but National Highway System roadways and state system roadways did not fare as well, and did not come close to meeting targets. The percentage of bridges with structural deficiencies increased, rather than decreased, showing inadequate progress toward meeting targets. Again, mode split and incident clearance time data are not available. Congestion appears to have worsened, with interstate highways operating at posted speeds only 75% of the time, and hours of delay per person has also increased. The increase in VMT in 2002 and 2003 coincides with the previous two measures, although a slower rate of increase in 2004 is encouraging.

## INTERMODAL

RIPTA has met the objective of 100% of the bus fleet with bike racks. Park and Ride lot usage is not available.

## LAND USE AND TRAVEL CORRIDORS

Census data is not available to measure the urbanized area, although it should be noted that the RI State Planning Council adopted a state Land Use Plan in 2006 that establishes an Urban Service Area boundary. This boundary does not coincide exactly with the urban boundary, but the policies and strategies in the plan, if followed, should help in achieving this objective. Travel corridor studies have not been as numerous as hoped for but a study of the Route 1 Corridor in South County is now underway.

## PEDESTRIAN

In the years 2003 and 2004, sidewalk and ramp construction were not quite at the target level, but in 2005, the targets were exceeded. Mode split data are not available.

## PLANNING

Statewide Planning’s transportation planning program was re-certified in 2005, meeting the performance target. Three towns in Rhode Island are still lacking state-certified comprehensive plans, so that target was not met.

## SAFETY

The safety measures show mixed results. The crash rate, after a spike in 2002, has come back down and is below the base year. Only one year of crash data for individuals aged 75 and over is available, and that year shows an increase rather than a decrease. The number of fatalities was relatively constant over the last several years except for a spike in 2003, thereby increasing the 3-year average



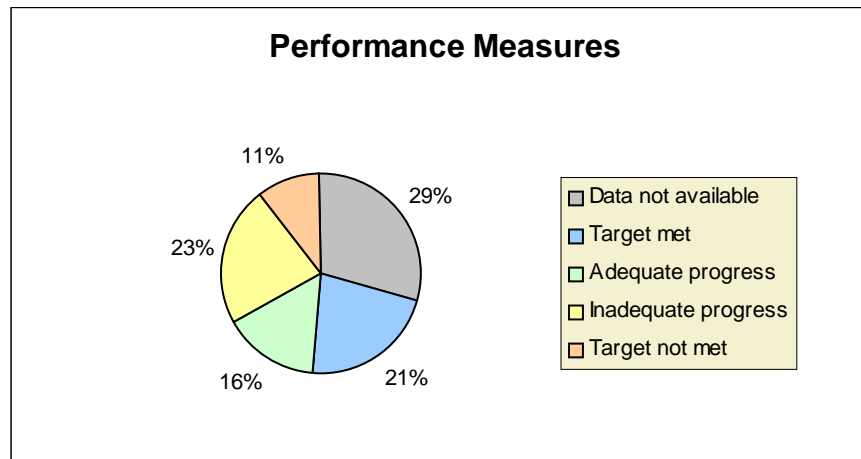


and showing inadequate progress. The fatality rate similarly has increased, although it remains well below the national rate. Alcohol-related fatalities showed a similar spike in 2003, but was back down to a more “normal” level in 2004. The alcohol-related fatality rate, has been up and down, but has shown adequate progress and is below the national rate. Data tracking commercial vehicle crashes and serious bicycle injuries are collected differently now than when targets were set. Both, however, are trending upward rather than downward, and so “inadequate progress” is being used to describe these two indicators. Serious pedestrian injuries have decreased enough to meet the 2025 target. Adequate progress toward the goal is being made in seatbelt usage.

### TRANSIT

This is the category that has shown the greatest success in the achievement of objectives, especially with respect to RIPTA’s performance and ridership increases. While it is true that the hurricane devastation on the Gulf Coast in 2005 (along with other factors) caused a spike in gasoline prices, and a new incentive to use public transportation, RIPTA is also to be commended for bus maintenance and ADA fleet compliance. Mode split information will not be available until after the 2010 Census.

The chart shows that 34% of the indicators have not been met or are not on a course to be met (yellow and orange). On the other hand, 37% have been met or are showing adequate progress (blue and green). Data are not available for 29% of the indicators. This assessment should be considered when preparing the 2007 long range plan update.



## BICYCLE

|                      |              |   |                    |
|----------------------|--------------|---|--------------------|
| PERFORMANCE MEASURES | <b>B.4.a</b> | Increase mode share of bicycle commuters [included in "Other" as defined by US Census] from 1.0% to 1.2% in 2010 and 1.5% in 2020.  | Data not available |
|                      | <b>B.4.b</b> | Complete the RI portion of the East Coast Greenway (25 miles by 2010).<br><i>49 mile ECG in 2005 = 20 miles complete, 4 miles constructed, 21 miles incomplete, 8 miles not yet identified.</i>                                   | Adequate progress  |
|                      | <b>B.4.c</b> | Complete the 200 mile integrated statewide bicycle system as recommended in the Greenspace and Greenways Element of the State Guide Plan by 2020.<br><i>42 miles path complete (8 miles under construction), 99 miles on road</i> | Adequate progress  |

## ECONOMIC DEVELOPMENT | *employment, freight, downtown, and tourism*

|                      |               |  |                                   |
|----------------------|---------------|--|-----------------------------------|
| PERFORMANCE MEASURES | <b>ED.4.a</b> | Recruit one new college or university per year for 5 years for RIPTA's University Pass Program.<br><i>2004 = Brown; 2005 = CCRI</i>  | Objective met                     |
|                      | <b>ED.4.b</b> | Freight [see Highway Performance Measures related to congestion and infrastructure condition].   | See Highway section               |
|                      | <b>ED.4.c</b> | Increase Providence – Newport ferry ridership (almost exclusively leisure/tourism trips) from 38,576 in 2003 by 3% per year. <i>FY 2004 = 42,895; 2005 = 42,274 (Note: Fluctuation caused by weather, days of service, etc.)</i> | Objective met<br>(2 year average) |
|                      | <b>ED.4.d</b> | Increase summer ridership on RIPTA Route 67 (Newport mansions). Set baseline when new farebox system is installed.   | Data not available                |

## EMERGENCY RESPONSE

|                      |               |  |                     |
|----------------------|---------------|--|---------------------|
| PERFORMANCE MEASURES | <b>ER.4.a</b> | Hurricane evacuation routes posted on EMA and DOT website by 2006.   | Objective met       |
|                      | <b>ER.4.b</b> | Improve incident clearance time on Interstate highways. Set baseline and target in 2005 when data becomes available. <i>Baseline is 34.32 minutes (2005)</i> | Data not available. |
|                      | <b>ER.4.c</b> | All primary routes to hospitals with emergency care facilities should be functionally classified by 2006.  | Objective met       |
|                      | <b>ER.4.d</b> | Primary routes to all hospitals with emergency care facilities should function at Level of Service C or better by 2015.                                      | Data not available  |



| ENVIRONMENT   <i>air, water, noise, energy, community livability</i> |               |  |   |
|--|---------------|--|---|
| PERFORMANCE MEASURES   | <b>EN.4.a</b> | Mode split (as defined by US Census Journey to Work)<br>Reduce "Drive Alone" from 80% in 2000 to 79% in 2010 and 78% in 2020.<br>Increase "Carpool" from 10.4% in 2000 to 10.6% in 2010 and 10.9% in 2020.<br>Increase "Walk or Work at Home" from 6.1% in 2000 to 6.4% in 2010 and 6.6% in 2020.<br>Increase "Other" [includes bicycle] from 1.0% in 2000 to 1.2% in 2010 and 1.5% in 2020. | Data not yet available                              |
|  | <b>EN.4.b</b> | Transit ridership (see Transit section).   | See Transit section                                 |
|  | <b>EN.4.c</b> | Meet maintenance objectives for volatile organic compounds (VOC) and nitrogen oxides (NOX) by 2007, and attain all other National Ambient Air Quality Standards (NAAQS) by 2017.   | Adequate progress<br>per FY 06-07 TIP<br>conformity |
|  | <b>EN.4.d</b> | Reduce Greenhouse Gas emissions to 1990 levels by 2010 and to 90% of 1990 levels by 2020 consistent with New England Governors and Eastern Canadian Premiers pact.   | Inadequate progress                                 |
|  | <b>EN.4.e</b> | Attainment of goals established for water bodies in RIDEM's 303d report.   | Data not yet available                              |
|  | <b>EN.4.f</b> | Reduce gallons of gasoline purchased from 400,000,000 gallons in 2002 to 379,000,000 gallons (1990 level) in 2010 and 341,000,000 (10% below 1990 level) in 2020.<br>2002 - 465,000,000; 2003 - 463,000,000; 2004 - 474,000,000; 2005 - 474,000,000<br><b>NOTE: 2002 base data incorrect. Reset target to be consistent with H.4.h (VMT).</b>  | Inadequate progress                                 |

| EQUITY               |               |   |                                       |
|----------------------|---------------|---|---------------------------------------|
| PERFORMANCE MEASURES | <b>EQ.4.a</b> | Increase percentage of Family Independence Program (FIP) recipients residing within ¼ mile of fixed transit route from 91% in 2000 to 92% in 2010 and 93% in 2020.  | Data not yet available                |
|                      | <b>EQ.4.b</b> | Maintain transportation spending levels and number of projects in minority and low-income census tracts at or above the percentage of that minority. [For example, in 2000, 8.9% of RI's population was Hispanic. Fifty-five census tracts contained greater than the state average of Hispanics. Transportation spending and number of projects in those 55 tracts should equal or exceed 8.9% in TIP categories of Enhancements, Highway, Pavement Management, and Bicycle/Pedestrian.] | Adequate progress<br>per FY 06-07 TIP |

## FINANCE

|                      |              |  |                     |
|----------------------|--------------|--|---------------------|
| PERFORMANCE MEASURES | <b>F.4.a</b> | The transportation program should increase at least with inflation rate through 2025.<br>TIP Authorizations: 2000 - \$194M; 2001 - \$194M; 2002 - \$229M; 2003 - \$228M; 2004 - \$216M; 2005 - \$205M<br>Construction Cost Index: 2001 - 1.82%; 2002 - 3.22%; 2003 - 2.40%; 2004 - 6.27%; 2005 - 4.65%<br>5 year average annual TIP increase (2001-2005) = 1.44%; 5 year average annual CCI increase = 3.67% | Target not met      |
|                      | <b>F.4.b</b> | Phase out biennial \$60 million general obligation bonds used to match federal funds by 2010.  | Inadequate progress |
|                      | <b>F.4.c</b> | Project cost overruns should not exceed 10%.   | Data not available  |
|                      | <b>F.4.d</b> | Increase RIPTA's fixed-route farebox recovery ratio until it reaches 35 percent. (Set baseline when new fareboxes are installed.) 2004 = 27.8%; 2005 = 29.3%   | Adequate progress   |

## HIGHWAY

|                      |              |   |   |
|----------------------|--------------|---|---|
| PERFORMANCE MEASURES | <b>H.4.a</b> | Maintain the Interstate and National Highway Systems at "good" or better pavement condition. Maintain other systems at "fair" or better condition.<br><i>Interstate = 93% NHS = 67% Good or better; System = 79% Fair or better [2004]</i>  | Targets not met                                 |
|                      | <b>H.4.b</b> | Decrease percentage of NHS Bridge structural deficiencies from 21% in 2001 to 15% in 2010 and 10% in 2025.<br><i>2001 - 56 of 273 NHS bridges rated structurally deficient; 2005 - 23% (64)</i>   | Inadequate progress                             |
|                      | <b>H.4.c</b> | Mode split: Reduce percentage of "Drive Alone" to work from 80% in 2000 to 79% in 2010 and 78% in 2020. [US Census]   | Data not available                              |
|                      | <b>H.4.d</b> | Reduce incident clearance time on the interstate highways by 20% in 2010 and by 40% in 2020. Set baseline in 2005, when a full year of data is available. <i>Baseline is 34.32 minutes (2005)</i>   | Data not available                              |
|                      | <b>H.4.e</b> | Interstate highway system should operate at posted speed limits 80% of each 24 hour period. <i>2005 = 75%</i>   | Target not met                                  |
|                      | <b>H.4.f</b> | Limit increase in travel time to work to 12% (25.2 minutes) between 2000 and 2010 and 12% (28.2 minutes) between 2010 and 2020. [US Census. Travel time increased 17.2% between 1990 and 2000 to 19.2 minutes.]   | Data not available                              |
|                      | <b>H.4.g</b> | Reduce delay from 21 hours annually per person (in 2001) by 10% in 2015 and 20% in 2025.<br><i>Delay increased by 5% between 2004 and 2005.</i>   | Inadequate progress                             |
|                      | <b>H.4.h</b> | Vehicle Miles Traveled: Annual growth limited to 1.5% (2.0% is the current projected growth rate used in model). Units in hundred million VMT. <i>2001- 79.91; 2002 - 81.42; 2003 - 83.65; 2004 - 84.73</i><br><i>2001-2002=1.9%; 2002-2003=2.7%; 2003-2004=1.3%; Average annual increase = 1.97%</i> | Target not met<br><i>2002 and 2003</i>          |
|                      | <b>H.4.i</b> | Refer to additional performance measures in the Safety section  | Target met<br><i>2004</i><br>See Safety section |



## INTERMODAL

|                      |              |  |                    |
|----------------------|--------------|--|--------------------|
| PERFORMANCE MEASURES | <b>I.4.a</b> | Increase use of Park and Ride lots from a system-wide average of 30% in 2002 by 3% per year. Note: Park and Ride lots are also used by individuals who are carpooling. They are not used strictly by bus passengers. | Data not available |
|                      | <b>I.4.b</b> | Maintain 100% of bus fleet with bike racks.  | Objective met      |

## LAND USE AND TRAVEL CORRIDORS

|                      |               |   |                        |
|----------------------|---------------|---|------------------------|
| PERFORMANCE MEASURES | <b>LU.4.a</b> | Urbanized area (as defined by US Census) to increase no more than the rate of population growth in 2010 and 2020 (projected to be 2.5% in 2010 and 3.5% in 2020). | Data not yet available |
|                      | <b>LU.4.b</b> | Complete one corridor study per year  | Inadequate progress    |

## PEDESTRIAN

|                      |               |   |                           |
|----------------------|---------------|---|---------------------------|
| PERFORMANCE MEASURES | <b>PE.4.a</b> | Construct 2 miles of sidewalk per year; rehabilitate 20 miles of sidewalk per year; install 500 wheelchair ramps per year (through the Transportation Improvement Program). <i>New sidewalk N/A. Ramps: 2003=346, 2004=246, 2005=653. Sidewalk: 2003=15.4 mi., 2004=10.5 mi., 2005=20.9 mi.</i> | Targets not met 2003-2004 |
|                      |               |   | Targets met 2005          |
|                      | <b>PE.4.b</b> | Mode split (as defined by US Census Journey to Work)<br>Increase "Walk or Work at Home" from 6.1% in 2000 to 6.4% in 2010 and 6.6% in 2020.   | Data not yet available    |

## PLANNING

|                      |               |   |                 |
|----------------------|---------------|---|-----------------|
| PERFORMANCE MEASURES | <b>PL.4.a</b> | Pass certification reviews by federal funding agencies in 2005, 2008, and 2011 (extent of a six-year reauthorization bill). <b>NOTE: Change certification cycle to 4 years.</b> | Target met 2005 |
|                      | <b>PL.4.b</b> | All cities and towns have state approved comprehensive plans by 2005. <i>Three towns remaining.</i>   | Target not met  |

| SAFETY               |       |  |                     |
|----------------------|-------|--|---------------------|
| PERFORMANCE MEASURES | S.4.a | Reduce crash rate per 100 million Vehicle Miles Traveled (VMT) from 588 in 2001 to 470 in 2015 and 400 in 2025. [Note: Data collected by RI Department of Transportation (RIDOT).]<br><i>Crashes: 2002 - 50,481; 2003 - 49,075; 2004 - 46,196. Crash rate: 2002 - 620; 2003 - 587; 2004 - 545</i>  | Adequate progress   |
|                      | S.4.b | Reduce crash rate per 10,000 licensed drivers aged 75 & over from 60 in 2001 to 54 in 2015 and 49 in 2025. [Note: Data collected by RIDOT.] <i>Licensed drivers 75+: 2002 - 49,593; 2003 - 52,460; 2004 - 53,259. Crashes: 2002 - 3223; 2003 - not available; 2004 - not available. Crash rate: 2002 - 65</i><br><b>Verify baseline is per 1,000 licensed drivers, not 10,000.</b> | Inadequate progress |
|                      | S.4.c | Reduce number of fatalities (based on a 3 year average) from 81 in 2001 to 72 in 2015 and 66 in 2025. [Note: Data collected by RIDOT. Target is consistent with RI Department of Health (RIDOH) goal for 2010 and extrapolated to 2015.] <i>Number of fatalities: 2002 - 84; 2003 - 104; 2004 - 83. 3 year average = 90</i>  | Inadequate progress |
|                      | S.4.d | Reduce fatality rate per 100 million Vehicle Miles Traveled (VMT) from 0.90 in 2001 to 0.79 in 2015 and 0.65 in 2025. [Note: Data collected by NHTSA. National rate for 2002 is 1.50.]<br><i>2002 - 1.03; 2003 - 1.24; 2004 - 0.98</i>   | Inadequate progress |
|                      | S.4.e | Reduce number of alcohol related fatalities from 48 in 2001 to 35 in 2015 and 26 in 2025. [Note: Data collected by National Highway Traffic Safety Administration (NHTSA).]<br><i>2002 - 46; 2003 - 59; 2004 - 42</i>  | Inadequate progress |
|                      | S.4.f | Reduce alcohol related fatality rate per 100 million VMT from 0.60 in 2001 to 0.48 in 2015 and 0.40 in 2025. [Note: Data collected by NHTSA. National rate for 2002 is 0.61] <i>2002 - 0.56; 2003 - 0.68; 2004 - 0.49</i>  | Adequate progress   |
|                      | S.f.g | Reduce number of crashes involving commercial vehicles from 328 in 2003 to 297 in 2015 and 266 in 2025. [Note: Data collected by Federal Motor Carrier Safety Administration (FMCSA).] <i>2004 - 376; 2005 - 477</i><br><b>* Increase is partially due to improved data collection by State Police. Reset target.</b>  | Inadequate progress |
|                      | S.4.h | Reduce the number of serious pedestrian injuries from 94 in 2001 to 88 in 2015 and 83 in 2025. [Note: "Serious" is defined as admitted to hospital. Data collected by RIDOH.] <i>2002 - 86; 2003 - 56; 2004 - 71</i>   | Target met          |
|                      | S.4.i | Reduce the number of serious bicycle injuries from 80 in 2001 to 75 in 2015 and 71 in 2025. [Note: "Serious" is defined as admitted to hospital. Data collected by RIDOH.]<br><i>2002 - 12; 2003 - 12; 2004 - 15. Data standards/collection has changed. Need to reset 2001 baseline.</i>  | Inadequate progress |
|                      | S.4.j | Increase seatbelt use from 74% in 2003 to 85% in 2015 and 92% in 2025. [Note: Data collected by RIDOT. Based on passage of RI Primary Seatbelt Law.] <i>2004 - 76.2%</i>   | Adequate progress   |
|                      | S.4.k | Increase motorcycle helmet use to 98% in 2015 and 2025. Current data not available. [Note: Based on passage of RI Motorcycle Helmet Law.]  | Data not available  |

| TRANSIT              |              |  |                        |
|----------------------|--------------|--|------------------------|
| PERFORMANCE MEASURES | <b>T.4.a</b> | Increase transit mode share of work trips from 2.5% in 2000 to 2.8% in 2010 and 3.0% in 2020. [US Census]  | Data not yet available |
|                      | <b>T.4.b</b> | Increase carpool mode share of work trips from 10.4% in 2000 to 10.6% in 2010 and 10.9% in 2020.   | Data not yet available |
|                      | <b>T.4.c</b> | Increase bus ridership from 19.1 million in 2000 to 19.5 million in 2010 and 20.0 million in 2020.<br>[Note: Absorbs job growth from employment projections and achieves mode share. May need to re-establish baseline when new farebox system is installed.] 2005 - 20.9 million                            | Objective met          |
|                      | <b>T.4.d</b> | Increase RIPTA's number of passengers per hour of fixed route service from 34.1 in 2003 to 35.0 in 2010. [Note: This may fluctuate with the provision of rural service.] Increase number of passengers per hour of Ride service from 3.01 by 3% per year. (Note: Base year recalculated to 27.8) 2005 - 30.7 | Objective met          |
|                      | <b>T.4.e</b> | Increase the Mean Distance Between Failure (MDBF) of RIPTA's fleet from 3539 miles in 2003 to 3800 in 2010. 2005 - 4471  | Objective met          |
|                      | <b>T.4.f</b> | Maintain 100% ADA compliance for transit system.   | Objective met          |
|                      | <b>T.4.g</b> | Begin commuter rail service in Warwick and Wickford by 2007. Start date will likely be 2008.   | Inadequate progress    |